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 SECURITY INFORMATION  
 CENTRAL INTELLIGENCE AGENCY

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REPORT NO. [REDACTED]

CD NO. [REDACTED]

**INFORMATION REPORT**

COUNTRY East Germany  
 SUBJECT Railroad Construction Projects

DATE DISTR. 2 September 1953

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PLACE  
ACQUIRED [REDACTED]NO. OF ENCLS.  
(LISTED BELOW)DATE OF  
INFO. [REDACTED]SUPPLEMENT TO  
REPORT NO.

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1. In May 1953, source learned that the Reichsbahn Bau Union was located at 10 Unter den Linden, Berlin W-8, and had an actual work force of 18,600 employees, while its authorized strength was 24,800 employees. Its managing director was one Marx. Construction firms assigned to the Reichsbahn Bau Union were [REDACTED] in Berlin, Naumburg on the Saale River, Dresden, Cottbus, Waren/Mueritz, Magdeburg, Leipzig, Erfurt. A ballast works at Redwitz near Waren, the Mueritzsee sawmill, and the brick works at Alt Mittweida were also assigned to the Reichsbahn Bau Union. <sup>1</sup>

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2. In late May, [REDACTED] all railroad facilities to the former Junkers aircraft plant in Dessau were to be reconstructed. Work on the reconstruction of the workshops which were demolished in 1945 has already been started. Housing projects for workers have also been started. A railroad construction establishment from Berlin had detached 180 men for work on the permanent way of factory spur tracks, which were to have been completed by 15 June 1953. <sup>2</sup>
3. In late May 1953, source observed that a spur track branching off between Neukloster and Warin in an easterly direction was under construction. The branch line led into a wooded area in which concrete shelters with foundations for guns were being built. The area was cordoned off by Soviet troops. <sup>3</sup>
4. In late May, the trackage of the former German ammunition depot at Frienerburg, which had been demolished in 1945, was being reconstructed. Source also observed the execution of concreting work and the construction of loading ramps. <sup>4</sup>
5. The single-track connecting curve west of Forst was opened to traffic on 16 May 1953. For the time being the curve is only used by trains headed toward Guben-Cottbus. <sup>5</sup>

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6. On 20 May, source learned [REDACTED] that the reconstruction of the Wriezen-Neuruednitz railroad line was planned. The project was given the designation "Objekt Oder". It is allegedly to be completed by the end of 1953. Work on the reconstruction of the Oder River bridge near Neuruednitz has been started. <sup>6</sup>

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7. In late May, [redacted] a crossing loop will be built near Mesekenhagen on the Pasewalk-Stralsund railroad line in 1954. <sup>7</sup>
8. In mid-May, the Borchtitz-Glowe railroad line was completed except for the last stretch across the Sagard-Bergen highway which will establish the junction with the Metzow-Sagard line. <sup>8</sup>
9. In mid-April, source learned that the spur track branching off near Gumnitz toward the south was about 800 meters in length. Six loading ramps, including two end-loading ramps, each of them 100 meters long, were available along the spur. A loading track fitted with a ramp about 600 meters long was under construction near Hasenkrug on the Torgelow-Eggesin railroad line. <sup>9</sup>
10. On 28 May, the span establishing the connection between the abutment and the first pier of the railroad bridge over the Oder River near Kuestrin was brought into position. <sup>10</sup>
11. The project for the reconstruction of the Fuerstenberg/Oder railroad station was submitted to the East German Ministry of Construction on 10 May 1953. According to an attached time schedule, the long-distance tracks of the station are to be rerouted in 1953 so as to make room for the new freight station; the freight station will be constructed in 1954 and the spur tracks to the DSU harbor will be built in the same year, while the passenger station and facilities for local freight traffic will be constructed in 1955. <sup>11</sup>

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12. Source learned [redacted] 25X1X  
[redacted] that the electrification of the Nordring Berlin is scheduled to be completed by 3 October 1953, when the winter time table will go into effect. <sup>12</sup>

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13. Source learned [redacted] 25X1X  
[redacted] that 27 passenger trains and 13 freight trains daily operate on the Nordring Berlin. After completion of the Nordwestring Berlin it may be expected that an additional 10 passenger and 30 freight trains will be handled by this line. As soon as the Nordring has been electrified an increase of 60 elevated trains (on condition that 40-minute distances are kept between trains) or even 120 elevated trains (if 20-minute distances prevail) will have to be handled besides the 30 trains pulled by steam locomotives. The present capacity of this double-track line is 144 trains. <sup>13</sup>
- This increased volume of traffic will necessitate the following railroad construction work:

- The execution of construction work which will make it possible for trains to operate at a maximum speed of 80 km/h.
- Improvement of the carrying capacity of the line by the establishment of one Zugfolgestelle each (block section) at Blankenfelde and Muehlenbeck and the construction of additional platforms at the stations mentioned.
- Construction of two, respectively four passing sidings at Schoenflies. <sup>13</sup>
- Double-tracking of the Bergfelde-Birkenwerder connecting curve which will have to be made suitable for a speed of 60 km and for joint elevated trains and steam-train operations on the section from Birkenwerder to Borgsdorf.
- Double tracking of the Pankow-Schoenhausen-Karow-Buch line of the Berlin elevated railroad system. <sup>14</sup>

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14. [redacted] Source learned that the track will be laid in cuttings from 15 to 24 meters deep for concealment purposes. <sup>8</sup>

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15. [redacted] comment. The establishment of a special Reichsbahn Bay Union charged with the execution of railroad construction projects was reported previously. <sup>15</sup>

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- 25X1A 2. [ ] Comment. The reconstruction of the Junkers aircraft plant in Dessau and its railroad facilities was known previously. In this connection the Dessau railroad repair shop was turned over to the industry. [ ] 25X1A
- 25X1A 3. [ ] Comment. Information on this Soviet construction project was transmitted previously. [ ] 25X1A The purpose of the project is still unknown.
- 25X1A 4. [ ] Comment. The construction of spur tracks to this VP ammunition depot was also reported by other sources.
- 25X1A 5. [ ] Comment. This curve connects the Guben-Forst and the Cottbus-Forst lines, eliminating the Forst railroad station for north-south through traffic.
- 25X1A 6. [ ] Comment. The intended reconstruction of the railroad bridge over the Oder River at Zaekerick-Neuruednitz was reported previously. See [ ] 25X1A  
The execution of the project presupposes the reconstruction of the single-track Wriezen-Neuruednitz line, which was dismantled.
- 25X1A 7. [ ] Comment. The construction of this crossing loop is designed to increase the efficiency of the now single-track line. At present the line has a carrying capacity of 44 trains within a 24-hour period.
- 25X1A 8. [ ] Comment. Information on the construction of this branch line on Jasmunder Bodden on Ruegen Island was transmitted previously. For last report, [ ] 25X1A
- 25X1A 9. [ ] Comment. These railroad construction projects will serve KVP depots and camps. [ ] 25X1A
- 25X1A 10. [ ] Comment. This information refers to the double-tracking of this bridge over the Oder River. [ ] 25X1A
- 25X1A 11. [ ] Comment. This project was necessitated by the requirements of the Foundry Combine East near Fuerstenberg on the Oder River.
- 25X1A 12. [ ] Comment. In mid-December 1952, the reconstructed and double-tracked Nordring Berlin was put in operation. Its electrification by means of a third rail was planned previously. [ ] 25X1A
- 25X1A 13. [ ] Comment. Information on the establishment at Schenfliess of a railroad check point for traffic to and from West Berlin was transmitted previously. [ ] 25X1A

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